



California
STATE LANDS COMMISSION
Marine Facilities Division



Marine Facilities Division
200 Oceangate, Suite 900
Long Beach, CA 90802
www.slc.ca.gov

Phone 562.499.6312

Fax 562.499.6317

The Commissioners

John Garamendi, Lieutenant Governor

John Chiang, State Controller

Michael C. Genest, Director of Finance

Paul D. Thayer, Executive Officer

Gary L. Gregory, Division Chief

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History

The California State Lands Commission (CSLC) was created by the California Legislature in 1938 as an independent body, composed of three members—the Lieutenant Governor and State Controller, both statewide elected officials, and the Director of Finance, an appointee of the Governor. The CSLC was given the authority and responsibility to manage and protect the important natural and cultural resources on certain public lands within the state and the public's rights to access these lands. The public lands under the Commission's jurisdiction are of two distinct types—sovereign and school lands. Sovereign lands encompass approximately 4 million acres. These lands include the beds of California's naturally navigable rivers, lakes and streams, as well as the state's tide and submerged lands along the state's more than 1,100 miles of coastline, extending from the shoreline out to three miles offshore. In short, the CSLC's jurisdiction extends to more than 120 rivers and sloughs, 40 lakes and the state's coastal waters.

School lands are what remain of the nearly 5.5 million acres throughout the state originally granted to California by the Congress in 1853 to benefit public education. The state retains surface and mineral ownership of approximately 471,000 acres of these school lands and retains the mineral rights to an additional 790,000 acres. Today, revenues generated from school lands benefit California's retired teachers.

The Commission is supported by a staff of more than 200, including specialists in mineral resources, land management, boundary determination, structural engineering, natural sciences, safety management, marine terminal operations and oil spill prevention.

Mission Statement

The California State Lands Commission serves the people of California by providing stewardship of the lands, waterways, and resources entrusted to its care through economic development, protection, preservation, and restoration.

Vision Statement

The California State Lands Commission works as a team to set the standard for excellence in public land management and resource protection to ensure the future quality of the environment and balanced use of the lands and resources entrusted to its care.

California Marine Oil Terminals

- Offshore Moorings
- ◆ Onshore Terminals



Legislative Authority

The basic authority for the activities of the Marine Facilities Division (MFD) of the CSLC is found in the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 (Act), Division 7.8 of the Public Resources Code. The 1989 *Exxon Valdez* and the 1990 *American Trader* crude oil spills led to the development and subsequent passage of the Act.

The Act expanded the Commission's pollution prevention responsibilities. Previously, the Commission exercised jurisdiction over marine oil facilities located only on state-owned leased lands, which included all production facilities offshore and twenty of the nearly eighty marine oil terminals onshore. The Ballast Water Management for Control of Non-Indigenous Species Act, Chapter 849 of the statutes of 1999 (AB 703), gave MFD new program responsibilities effective January 1, 2000.

Operations

MFD divides its statewide marine oil transfer oversight responsibilities between its field offices at Hercules in the San Francisco Bay area, and at Long Beach in Southern California. Daily inspections of marine terminal operations are carried out by MFD personnel at 85 sites along the California coast and the San Francisco Bay. Inspectors



regularly monitor activities and enforce regulations at marine oil terminals seven days a week. These inspections at fixed and mobile marine oil terminals include the observation and assessment of oil transfers to and from oil tankers and barges, with an emphasis on pollution prevention. MFD personnel also conduct comprehensive annual inspections at each marine oil terminal, making structural and marine oil pipeline assessments and reviewing operational procedures and training.

The Division uses a marine terminal monitoring priority system to ensure that the most critical or important oil transfer operations are monitored. Every calendar quarter, new priority



Operations and Engineering personnel work together to conduct system safety inspections at marine oil terminals.

inspect, or cause to be inspected, additional marine facilities to minimize the discharge of oil into marine waters.

Planning

MFD personnel are responsible for preparing, drafting, processing, and updating existing regulations to meet the mandates of the Act. The CSLC has adopted regulations that: govern the inspection and monitoring of oil transfer operations; require oil spill prevention training and certification of marine terminal personnel; establish structural standards for vapor control systems; and require the inspection and testing of oil pipelines at marine terminals. Division personnel also monitor local, state, national and international regulations, statutes, agreements and standards to ensure that prevention efforts in California consider what is being done elsewhere. Extensive research into the causes and effects of oil spills, human and organizational factors, and the latest prevention technology assist in the formation of both regulatory and non-regulatory solutions to actual and potential oil transfer and safety problems at marine terminals.

determinations are developed for each marine terminal, tank ship, and tank barge operating in the marine waters of California. MFD monitoring records and oil spill data are factored into a dynamic equation, which helps to maximize the effectiveness of MFD's oil transfer monitoring program.

Until FY '99-'00, the CSLC's Oil Spill Prevention program was aimed at marine oil terminals and oil and gas production facilities. During FY '99-'00, funding was provided to identify,

Engineering

MFD personnel conduct thorough inspections of all marine oil terminals, including evaluation of: structural fitness-for-purpose; mechanical, electrical and fire detection/suppression systems; and pipelines. Mooring assessments are performed for marine terminals seeking to moor vessels larger than previously approved. These mooring analyses ensure that the specific vessel size does not exceed the limits of the terminal's structural capacity and available mooring lines. Division engineers perform seismic and structural reassessment of existing marine oil terminals. In addition, appropriate design criteria is being developed for new terminals and for the rehabilitation of existing facilities. Other facility engineering activities include the evaluation of pipeline tests and contingency plan system safety reviews.

Environmental Review

MFD personnel review proposed research and monitoring projects, lease applications, Natural Resource Damage Assessments, and subsequent Environmental Impact Reports/Statements for environmental impacts to public lands. The staff designs scientific investigations to evaluate the impacts of marine oil spills on natural resources and the impacts of mineral resource extraction and facility construction, operations, and abandonment on marine environments. Environmental personnel ensure project compliance with appropriate CSLC, other state and federal regulations.

Ballast Water Management

The passage of AB 703, Ballast Water Management for Control of Non-Indigenous Species Act, thrust CSLC, in consultation with other state and federal agencies, into leading a "General Ballast Water Management Program" for the state. Vessels entering California waters are now required to manage ballast water according to prescribed measures. This program minimizes the introduction of non-native marine species from foreign waters to California, thereby helping to protect our existing ecosystem.

Cooperation

MFD personnel work with a wide variety of federal, state, and local agencies to ensure that field operations are effective and efficient at satisfying its customers, while carrying out the division's legislative mandate. For instance, a series of cooperative agreements with the U.S. Coast Guard define how MFD coordinates its activities and actions in order to prevent, respond to, and

mitigate marine oil spill pollution and enforce rules, laws, and regulations against polluters. Similarly, in support of a Memorandum of Understanding with the California State Fire Marshal, the two agencies conducted a joint assessment of California's marine terminals to define existing pipelines, reduce uncertainty over regulatory jurisdiction, and eliminate any possible jurisdictional overlap.



A large tanker can carry over 1 million barrels of crude oil.

Customer Service

MFD Field Offices host quarterly Customer Service Meetings where government and industry representatives present and discuss pollution prevention issues, such as improving regulatory compliance, “lessons learned” from oil spills, and state-of-the-art pollution prevention technology. Also, the Commission sponsors biennial *Prevention First—Oil Spill Prevention Symposia and Technology Exhibitions* which create opportunities to share information and introduce concepts in spill prevention, with special focuses on human and organizational factors, pipeline safety, environmental issues, and marine facility engineering.